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paddling and hauling, and yet they met with no obstacles which proved insurmountable to their energy and pluck.

Their journey as far as Great Bear river was made easy by the Hudson's Bay company's transportation facilities. From that place to the Coppermine river and the Arctic ocean the young men were left to their own devices. So careful had been their preparations that they suffered from no lack of food supplies. Generally fresh meat and fish, when wanted, were easily secured by gun and line. After leaving the Hudson's Bay company's employees only three white men, two trappers and a missionary crossed their paths; nor did they see many Indians or Eskimos.

The principal scientific contribution of the expedition is contained in appendix B, which is a "Report on a reconnaissance along the lower Coppermine river," by August Sandberg. There accompanies this report an excellent geological map of the lower river. The illustrations in the volume are reproductions of photographs taken by members of the party and are sufficiently numerous to give the reader an adequate idea of the country traversed. While the literary quality of the narrative will not place it among the great stories of adventure, the clearness and simplicity of the style add a certain charm which has made the reading of the volume a pleasure.

C. W. A.

The life of Lord Strathcona and Mount Royal, G.C.M.G., G.C.V.O.

By Beckles Willson. In two volumes. (Boston and New York: Houghton Mifflin Company, 1915. 544:533 p. \$6.50 net)

For more than fifty years Donald Alexander Smith was a part of Canada, and when in the jubilee year his services were recognized by the empire there was every reason to suppose that his new name, Lord Strathcona and Mount Royal, would submerge the old man beneath the placid waters of the unknown peerage, as other titles have so often done to other men. But for Strathcona it was not impossible to assume in his later seventies a new name, and a new function, that of high commissioner for Canada; and for nearly twenty more years he was the spokesman of the imperial relation. He and Kipling, Lord Northcliffe and Chamberlain, were, in the opinion of John Hay, the men who brought imperialism within the understanding of the kingdom and the colonies. Strathcona's last years made a notable ending to a notable career that illuminates British history for three quarters of a century.

Mr. Beckles Willson, already well known as a writer on Canadian topics, is the official biographer of Lord Strathcona, and he has gone at his work with care, admiration, and sincerity. He has had to work

with inadequate materials, for Strathcona was distinctly a man of action rather than of record, and left few written sources for the story of his life. The letters that are printed add little that cannot be gleaned from other sources; they give no personal vision cutting across the record of public facts. They contain formal establishment of things already known, and give only a moderate amount of personality with them. But Mr. Willson makes the best of what he has.

The first thirty years of Smith's Canadian life cover the period from the rebellion of 1837 to the erection of the dominion government. In these years he was a young man working his way up through the hierarchy of the Hudson's Bay company. Labrador was his field. Thither he had been sent by Sir George Simpson, and there he remained until after the death of Simpson, when he was made general manager with offices in Toronto. The technique of life in Labrador differed from that in the Northwest, which is most commonly thought of as the field of the company, but Smith mastered it fully; and he learned to know men as well as fur-bearing animals. He had never visited the Northwest until the first Riel rebellion occasioned his despatch thither as representative of the Canadian government.

Mr. Willson is frankly enamored of his subject, but he is no apologist for the Hudson's Bay company. Rarely have changing conditions, and absentee finance produced worse results than those which were appearing at the time of the absorption of the Northwest into the dominion as Manitoba. By the amalgamation of 1821 the Hudson's Bay company and the Montreal traders ended their cut-throat competition and the former acquired great claims to the Saskatchewan country. The traders and their successors were gradually squeezed out of their claims to the lands that they had brought into the partnership, and the sale to the dominion by the company, for the benefit of the stockholders, of the lands in Manitoba appeared to the traders, mostly half-breeds, as rank confiscation of their interests. Smith always supported the traders' claims, and Mr. Willson is outspoken in criticism of the company's greed. But nothing stopped the process. The absentee owners appropriated the profits, and the traders, as the depletion of game brought poverty to them, saw the stockholders fatten on the general dry goods business. Smith personified the irreconcilable forces that were at play. He was factor, then manager, then governor of the great company, and as such was interested in keeping unpopulated the fur-bearing region. His predecessor, Simpson, had lied shamelessly about the agricultural future of the Northwest for the sake of his furs. But Smith was also business man and railway promoter. From the first appearance of the idea of a Canadian Pacific, he was its active spokesman. With his friend

James J. Hill, and his relative George Stephen, he established rail connections between Winnipeg and St. Paul, and then pushed through the continental line. His term as governor of the Hudson's Bay company was only reminiscent of the glories of that office, for the Canadian Pacific had ended the great day of the fur trade.

In his seventy-sixth year, in 1896, Sir Donald Smith assumed the office of high commissioner. The first American ambassador at the Court of St. James was still a novelty there when Canada, following the parallelism that prevails so continuously between dominion affairs and American, concentrated the functions of her various colonial agents, made an office worth while, and named it high commissioner. Smith had a large conception of the functions of his post, and dipped into his own pocket to materialize it. The idea of empire was in his mind, and the greatness of Canada, existing and to be, was to be made clear. Some have attacked Strathcona as a wicked captain of industry, wielding an influence with the evilest of his generation. Mr. Willson, however, has successfully concealed the cloven hoof, if it existed. The Strathcona of his letters was a man of visions and of practice, whose business was the business of his day, but whose ideals were those of the creative statesman. More than once he went too fast for the colonial office, and British opinion as a whole has never yet caught up with him; but in his own mind his imperial duty was clear. Strathcona's Horse, in the Boer war, was not only the exploit of the millionaire but was as well the symbol of a new spirit.

It is to be regretted that Strathcona left so few personal papers, but his biographer is to be congratulated upon his success with what material there is. The book ranks with Mr. Croly's *Hanna* and Mr. Oberholtzer's *Jay Cooke* in the light that it throws upon the civil life of our own times.

FREDERIC L. PAXSON

The French revolution in San Domingo. By T. Lothrop Stoddard, A. M., Ph.D. (Boston and New York: Houghton Mifflin Company, 1914. 410 p. \$2.00 net)

This book presents a somewhat unusual combination of the scientific and the popular. From both aspects its appearance is timely. The increasing interest of students in eighteenth century colonial history and the present desire of readers in general to know more of the unfortunate black republic should assure to the author a numerous audience. Both sets of readers will, indeed, find much to attract them. The complicated and terrible story is set forth on clear lines, in excellent proportion and with well distributed emphasis; yet the style is journalistic and no opportunity for dramatic effect is overlooked. The "general reader"